BookletChart™

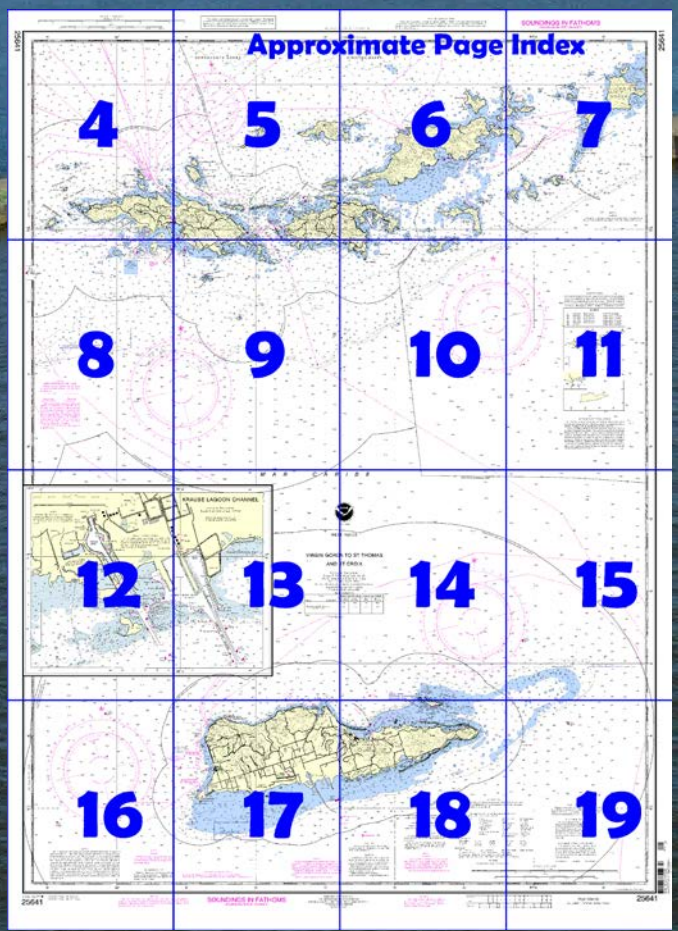
Virgin Islands –
Virgin Gorda to St. Thomas and St. Croix

NOAA Chart 25641

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

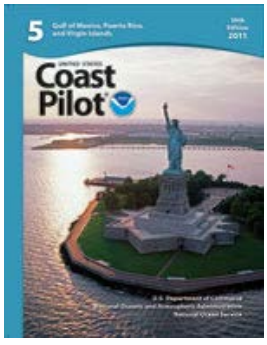
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25641.



(Selected Excerpts from Coast Pilot)

St. Thomas is almost surrounded by small islands and cays, in general, bold and steep-to, with very few hidden dangers to guard against.

Savana Island, 2 miles WSW from the W end of St. Thomas, is nearly a mile long and 0.5 mile wide. **Savana Island Light** (18°20'24"N., 65°05'00"W.), 300 feet above the water, is shown from a white tower at the SW end of the island. Depths of 34 feet and less extend up to 0.5 mile from the E side of the island.

The currents in the vicinity of the NE point of Savana Island are very strong, and small boats should give the reef a wide berth. Boat landings may be made in smooth weather.

Kalkun Cay, in the middle of **Savana Passage**, is a narrow islet, 275 yards long and about 20 to 30 yards wide, which is covered with grass and small underbrush. About 0.5 mile SE of the cay is **Saltwater Money Rock**, 8 feet high, steep-to, with a clear channel between.

Little St. Thomas is a low grass-covered peninsula connected with the W end of the island of St. Thomas by a sandspit. A 50-foot hill is near the NE point and a 21-foot bluff is at the S end. Small boats stay in the small gravel cove S of the peninsula when the sea is too rough to land at Sandy Bay or Botany Bay. A boat passage is between Little St. Thomas and a 42-foot islet 100 yards to the N.

Big Current Hole is a passage separating West Cay from Little St. Thomas. There are rocks awash extending E from West Cay; the outer one, **Drum Rock**, 2 feet high, constricts the channel, the strong currents and heavy tide rips render the passage difficult. Small boats using this passage, when passing through from S, head for Drum Rock and leave it close-to on the port hand.

Salt Cay, 242 feet high and 0.6 mile NW of Little St. Thomas, is generally rocky and rugged. Many rocks awash are close-to on the SW, W, and E sides of the cay. The channel between Salt Cay and West Cay is shallow, and breakers extend across it.

Salt Cay Passage is about a mile wide, with deep water in the channel, and is free of dangers.

Currents.–In navigating the passages between this group of islands, it is necessary to guard against the tidal currents, which in Savana Passage run with a velocity of 3 knots and in the others about 1 knot. Sailing vessels beating up against the northgoing current should stand well to S of Savana Island, so as to avoid the strength of the inshore current.

Currents.–Inshore the current is weak, but between Flat Cays and Saba Island, a tidal current sets ESE and WNW with velocities up to 1 knot.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Currents.–The current velocity is about 0.7 knot and sets SW and NE across the entrance to Coral Bay; between Flanagan Island and Privateer Point its velocity is reported to be 1.5 knots. In the bay there is no current, and the range of tide is about 1 foot.

There is usually a slight W current between St. Croix Island and St. Thomas Island. A strong westerly or easterly current observed between 1 to 3 knows, depending on weather conditions, has been observed at Christiansted Harbor on the north side of Protestant Cay in Schooner Channel, while a moderate W flow is reported outside the light at Fort Louise Augusta.

National Ocean Service parties have reported that off East Point tidal currents of about 1 knot set NW and SE in calm weather. Close to East Point strong currents set N and S. Trade winds increase the NW flow and decrease the SE flow. A very strong W current setting around East Point and through Buck Island Channel was noted when the trade wind was blowing. A strong NW current was noted off Southwest Cape.

In 1982, the NOAA Ship MT. MITCHELL reported a prevailing W current with a drift of 1 to 1.5 knots on the S side of St. Croix, with a countercurrent inside the reef along the shore.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

NOTE
Other private aids not charted.

NOTE F
Cross Channel lights 2, 4, and LK are obscured to seaward within the indicated sector lines.

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B
Limetree Bay and vicinity is undergoing extensive modification and dredging. Mariners are advised to exercise caution while navigating the inner harbor area. Aids to navigation are private.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See the National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D
CAUTION
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed magenta lines due to the presence of underwater cables.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I. WXM-96 162.475 MHz

NOTE E
CAUTION
The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with very large tank vessels. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area.
See U.S. Coast Pilot 5 for additional information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.137" southward and 1.489" eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

KRAUSE LAGOON CHANNEL
The controlling depth was 34 feet for a width of 300 feet from the entrance to the turning basin, thence 34 feet in the turning basin, thence 33 feet for a width of 300 feet to the head of the private project.
Aids to navigation are private.
October 1988

NOTE G
CAUTION
Uncharted submerged rocks are reported (1979) to exist between Round Rock and Fallen Jerusalem (18°24.5'N., 64°27.5'W. approx.).

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.738a (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

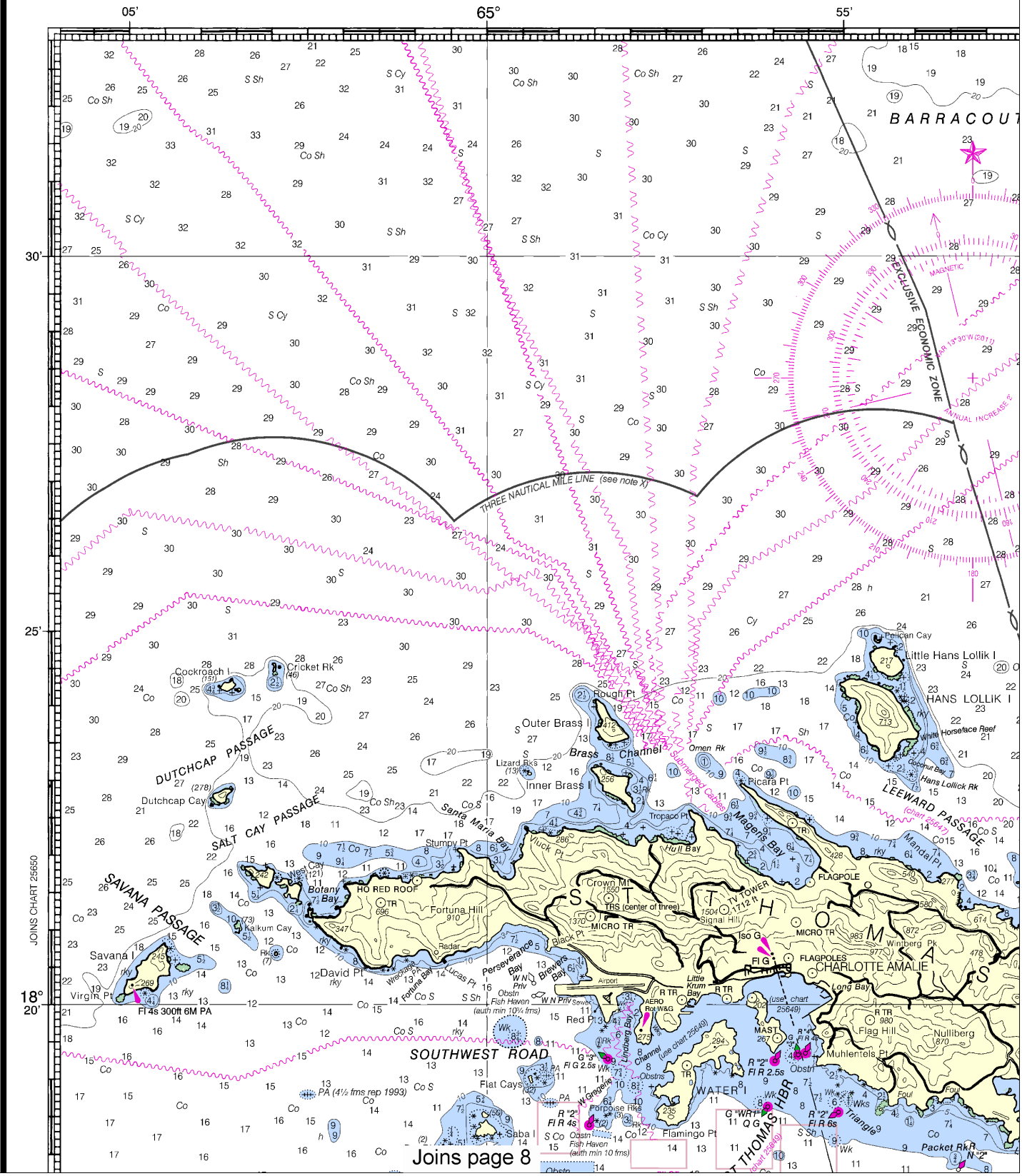
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Christiansted, St. Croix Island	(17°45'N/64°42'W)	0.8	- - -	- - -

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Nov 2010)

SCALE 1:100,000
Nautical Miles
1 0 1 2 3 4 5 6 7 8 9
Yards
2000 0 2000 4000 6000 8000 10000 12000

This nautical ch
Ocean Service encou
improving this chart
Service, NOAA, Silv



Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

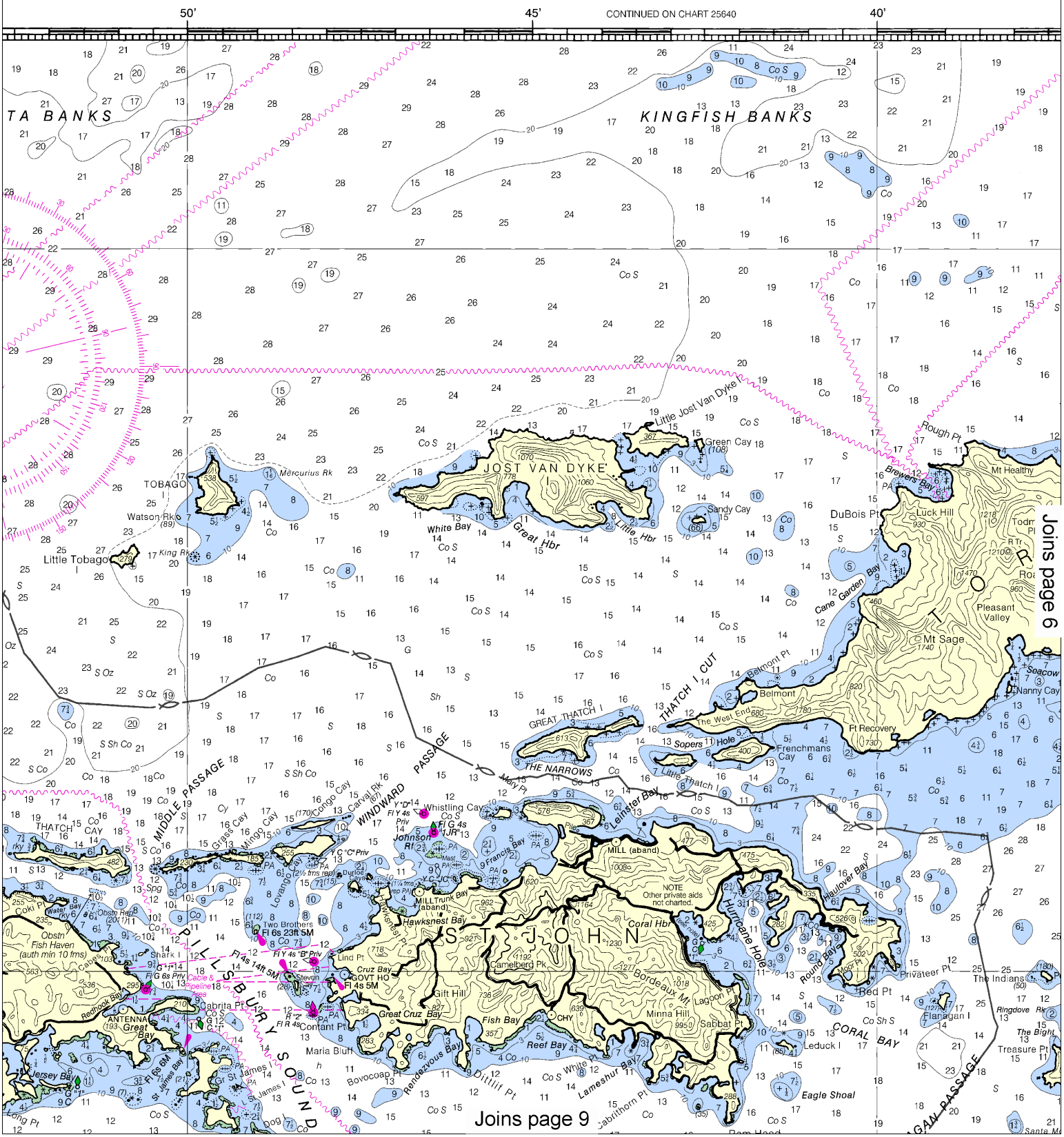
Nautical Miles
1 0 1 2 3 4 5 6 7 8 9
Yards
2000 0 2000 4000 6000 8000 10000 12000

Note: Chart grid lines are aligned with true north.

chart has been designed to promote safe navigation. The National courages users to submit corrections, additions, or comments for art to the Chief, Marine Chart Division (N/CS2), National Ocean ilver Spring, Maryland 20910-3282.

Formerly C&GS 905, 1st Ed., Dec. 1921 C-1921-208 KAPP 386

PRI
This chart is available in a version corrections. Charts are printed when o available 2-8 weeks before their relea Print-on-Demand charts.



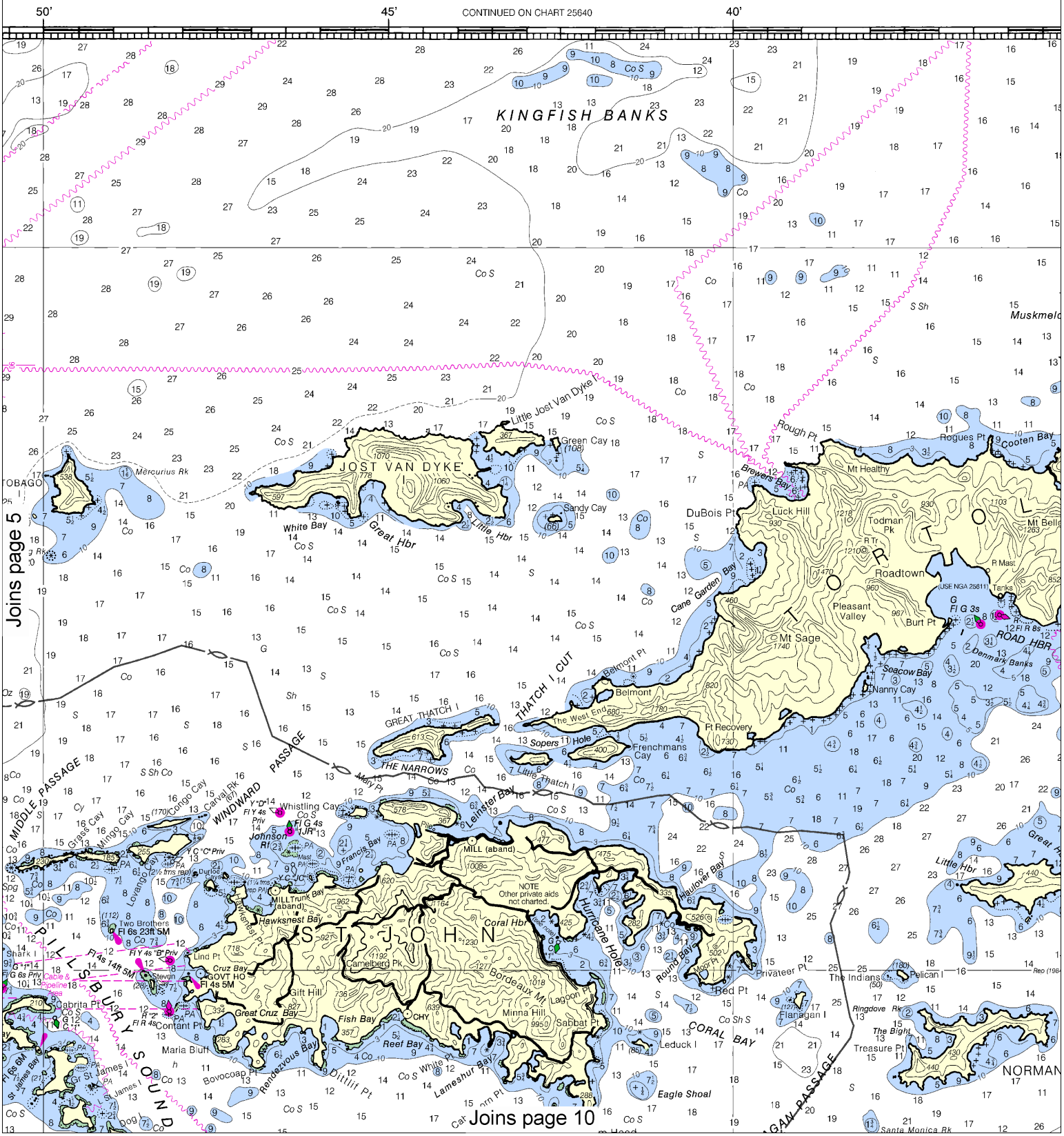
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

e safe navigation. The National
s, additions, or comments for
sion (N/CS2), National Ocean
2.

Formerly C&GS 905, 1st Ed., Dec. 1921 C-1921-208 KAPP 386

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for No
corrections. Charts are printed when ordered using Print-on-Demand te
available 2-8 weeks before their release as traditional NOAA charts.
Print-on-Demand charts.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

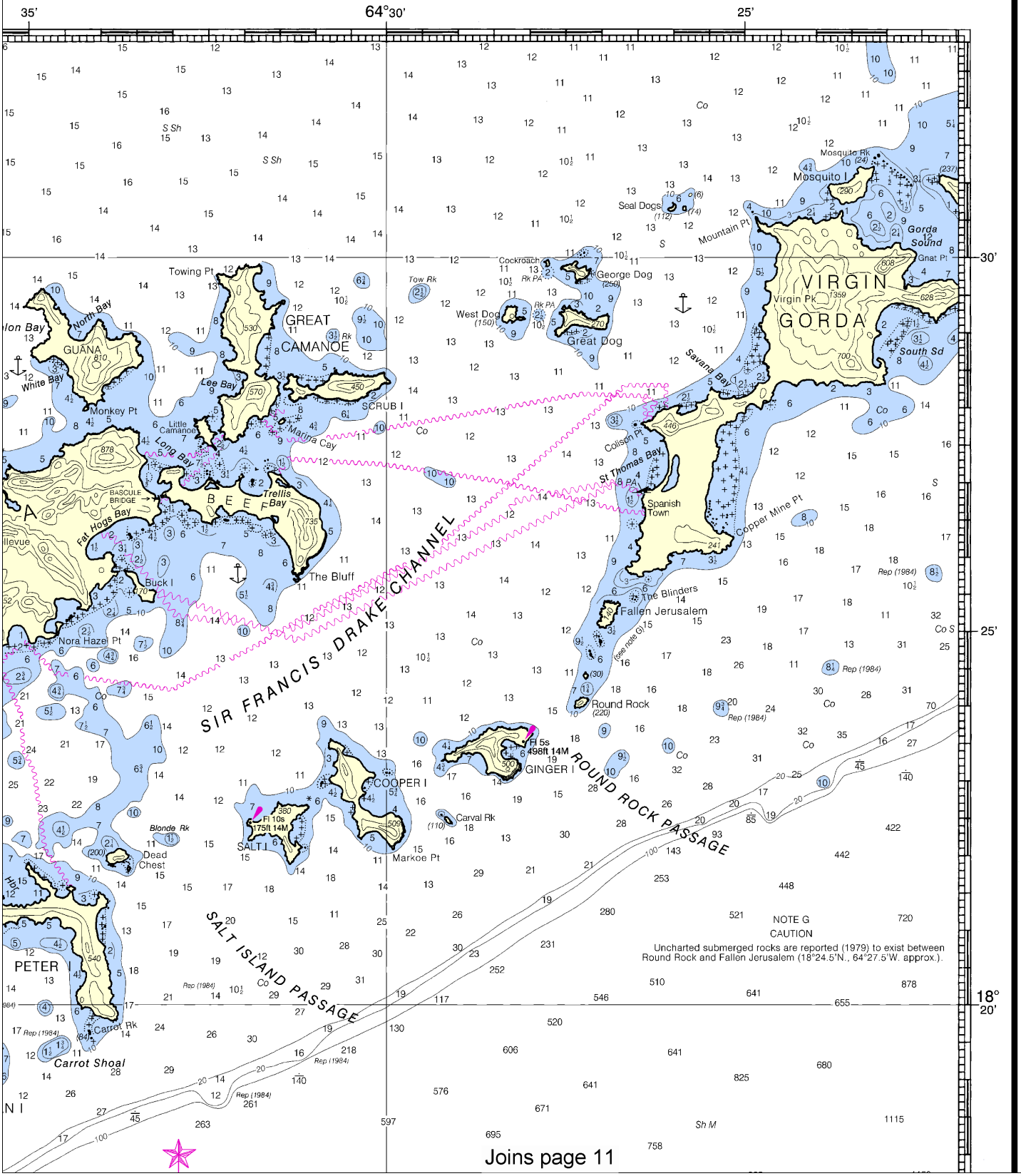
2000 0 2000 4000 6000 8000 10000 12000

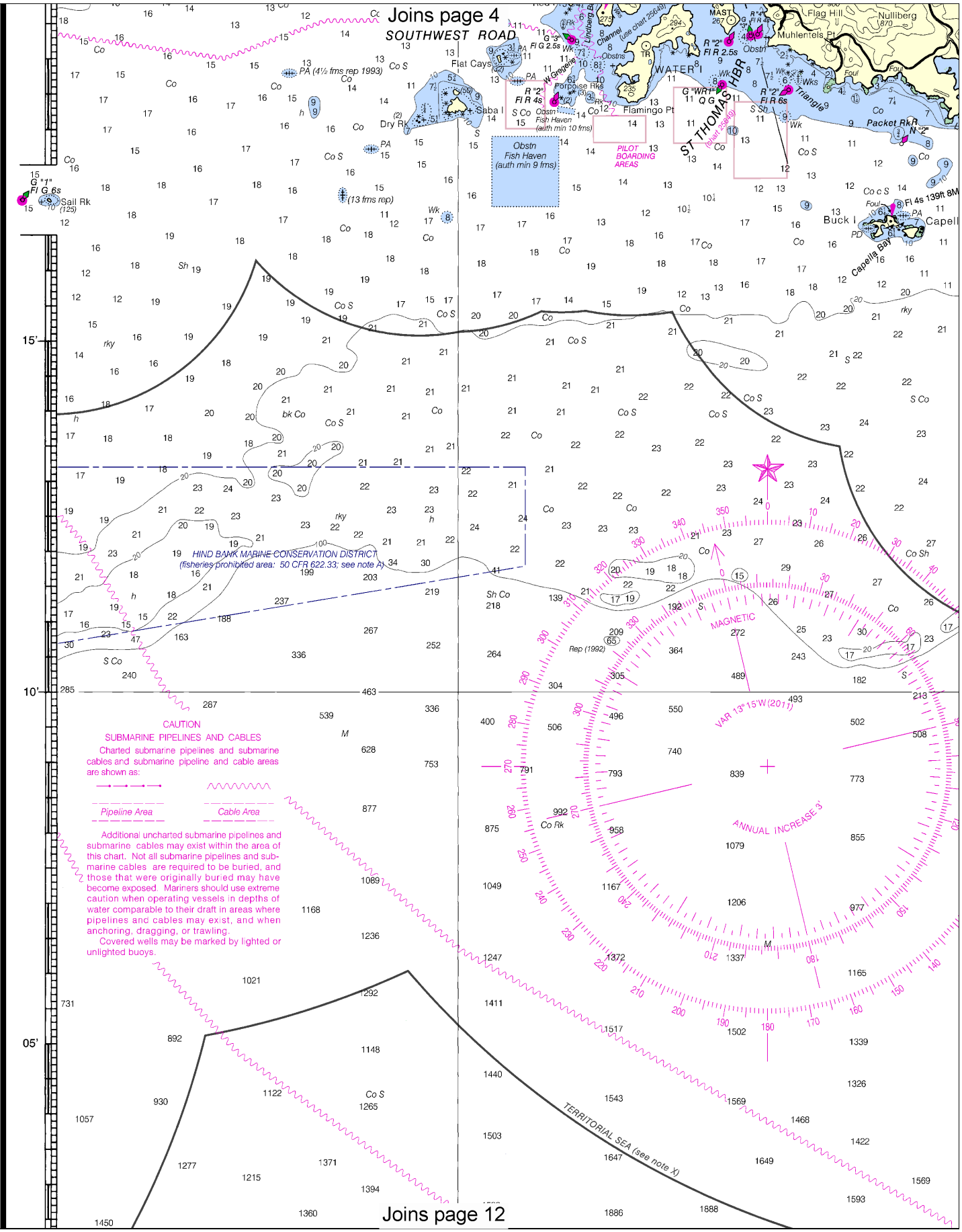
See Note on page 5.

SOUNDINGS IN FATHOMS

(SOUNDINGS IN FEET ON INSET)

25641





8

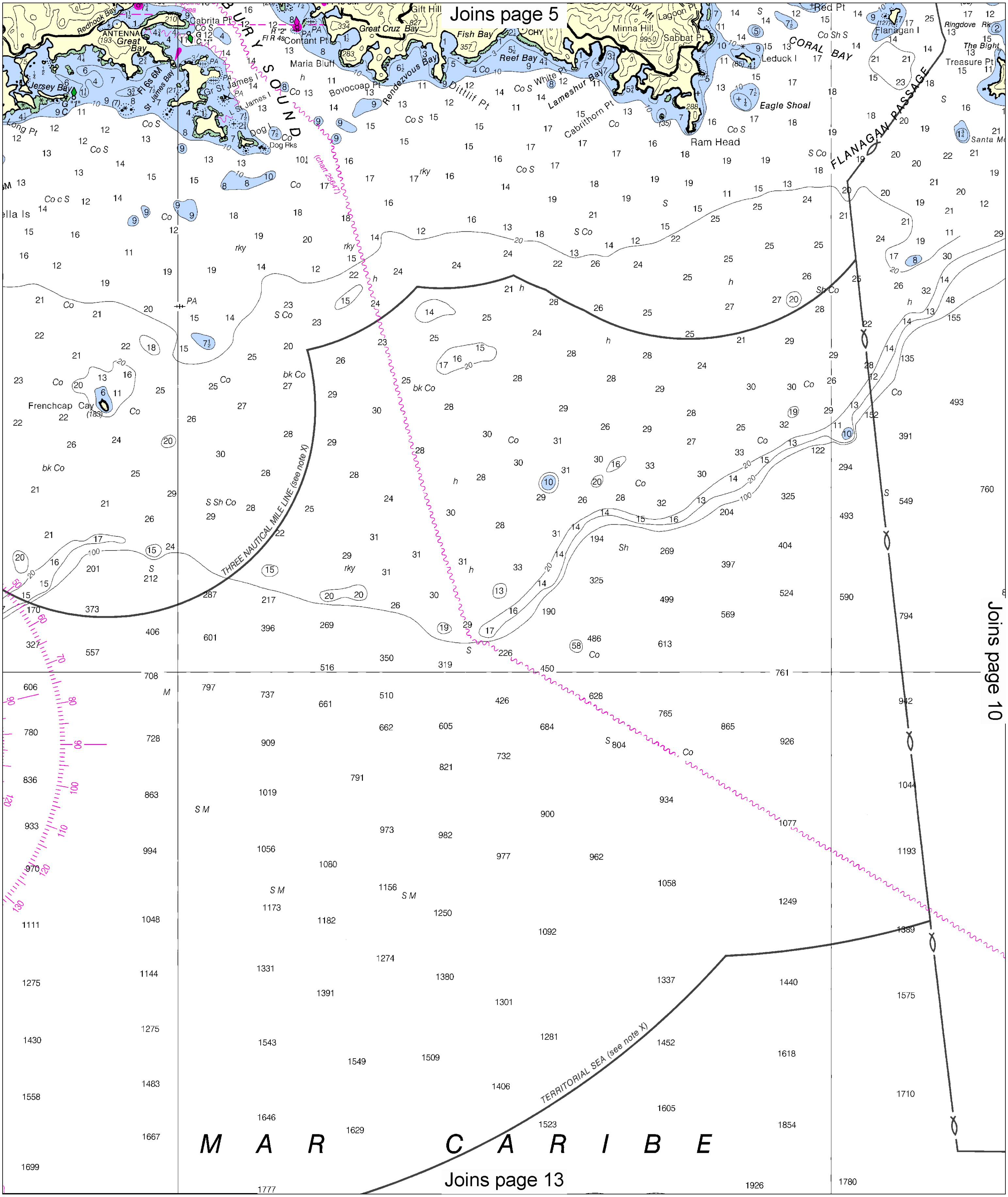
Note: Chart grid lines are aligned with true north.

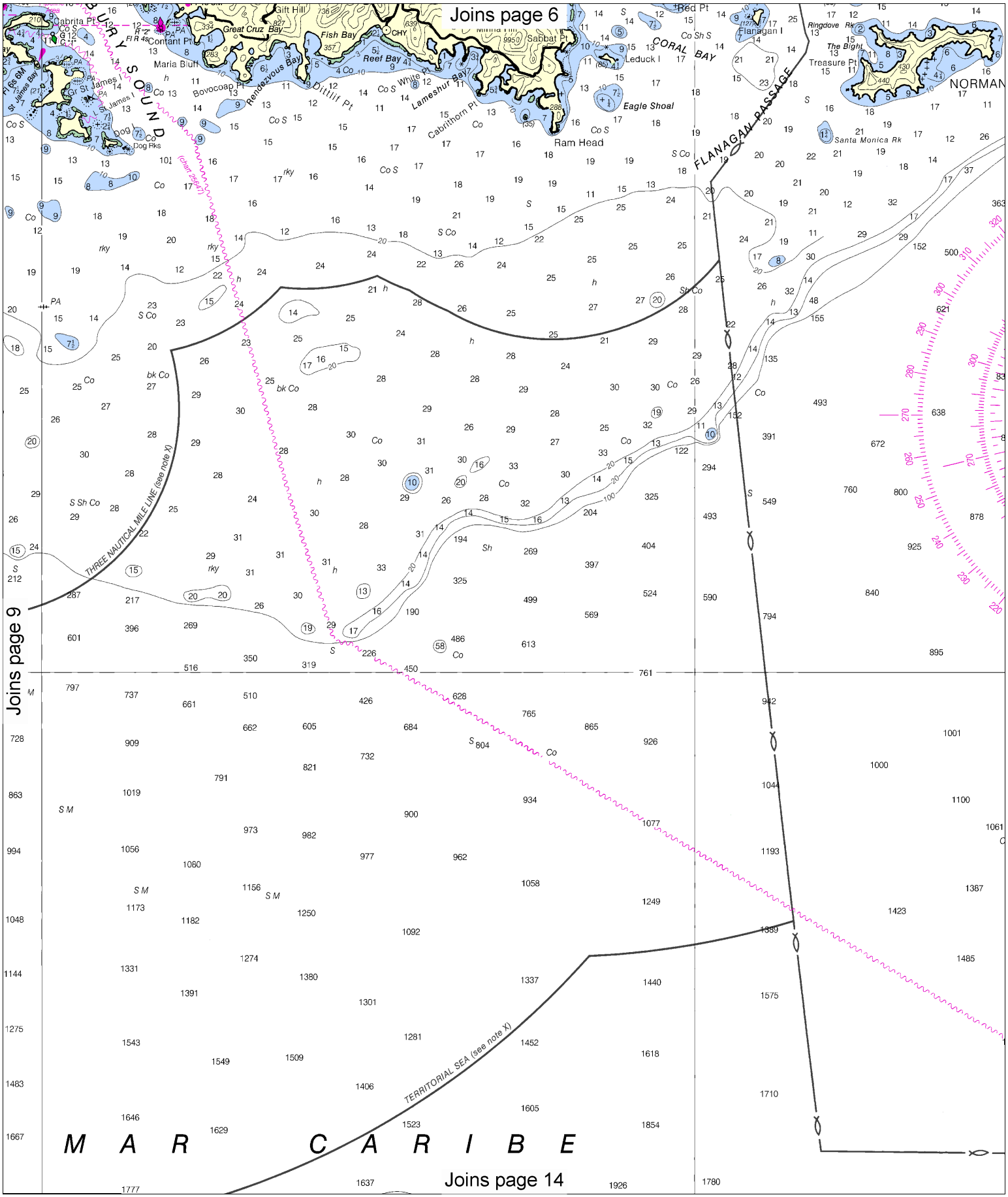
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 5
Redhook Bay
ANTENNA
Great Bay
Cabrita Pt
Jersey Bay
Long Pt
Fl 6s 6M
St James Bay
Gr St James I
L St James I
Dog I
Dog Rks
Fl R 4s
Contant Pt
Maria Bluff
Bovocoap Pt
Rendezvous Bay
Ditlif Pt
Gift Hill
Great Cruz Bay
Fish Bay
CHY
Reef Bay
White Pt
Lameshur Bay
Cabritthorn Pt
Ram Head
Minna Hill
Lagoon Pt
Sabbat Pt
CORAL BAY
Leduck I
Eagle Shoal
Red Pt
Flanagan I
Ringdove Rk
The Bight
Treasure Pt
FLANAGAN PASSAGE
(chart 25641)
Frenchcap Cay
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA (see note X)
Joins page 10
M A R C A R I B E
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

Joins page 7

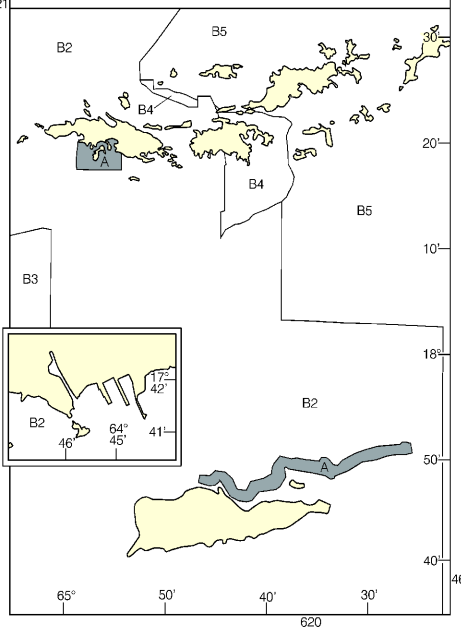
Carrot Rk
Carrot Shoal
Rep (1984)
MAGNETIC
VAR 13°30'W(2011)
ANNUAL INCREASE 2'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2006	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900		partial bottom coverage



HURRICANES AND TROPICAL STORMS

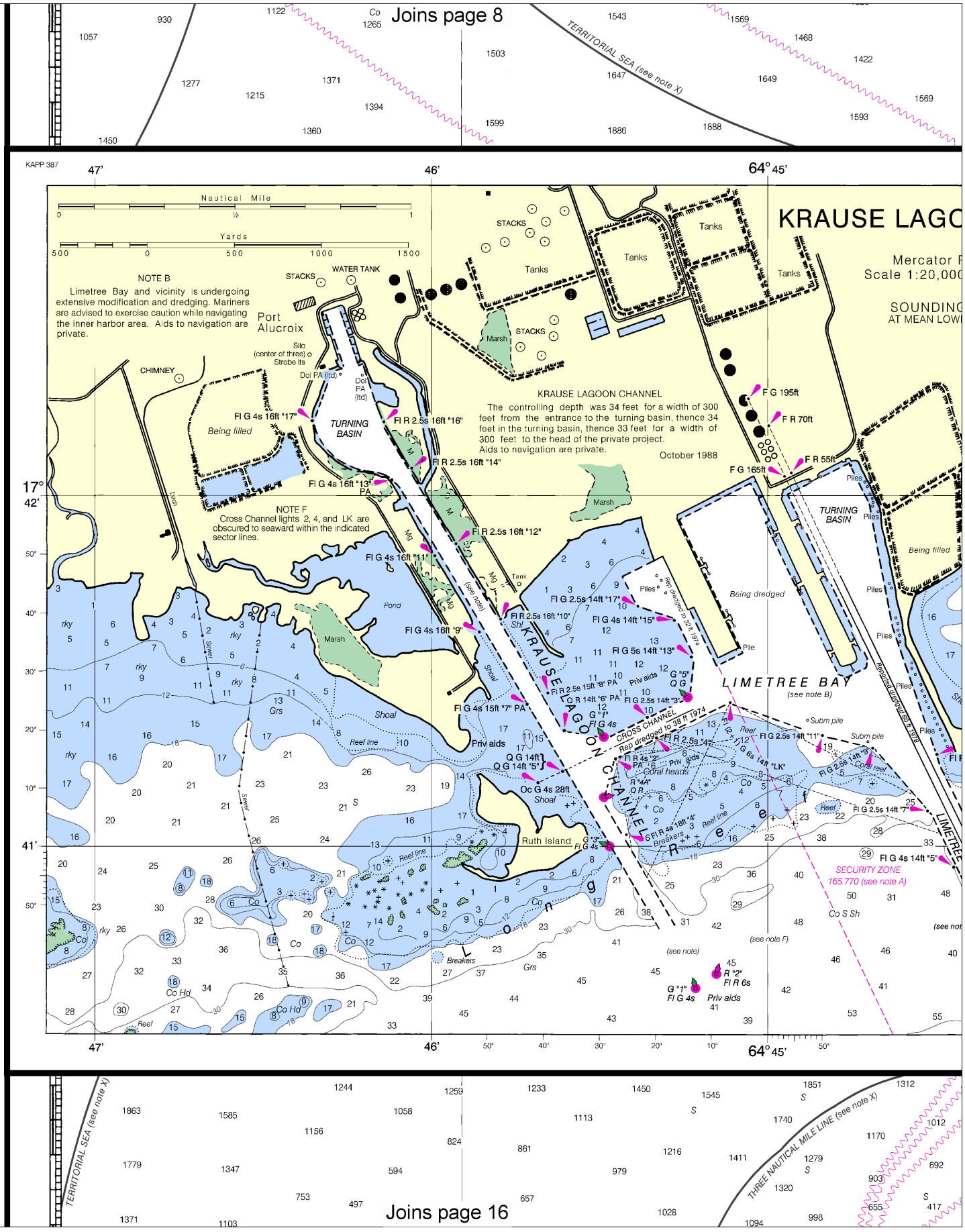
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

EXCLUSIVE ECONOMIC ZONE

Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

Joins page 9

M A R C A R I B E

THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES

VIRGIN ISLANDS

VIRGIN GORDA TO ST THOMAS AND ST CROIX

Mercator Projection
Scale 1:100,000 at Lat. 18°04'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

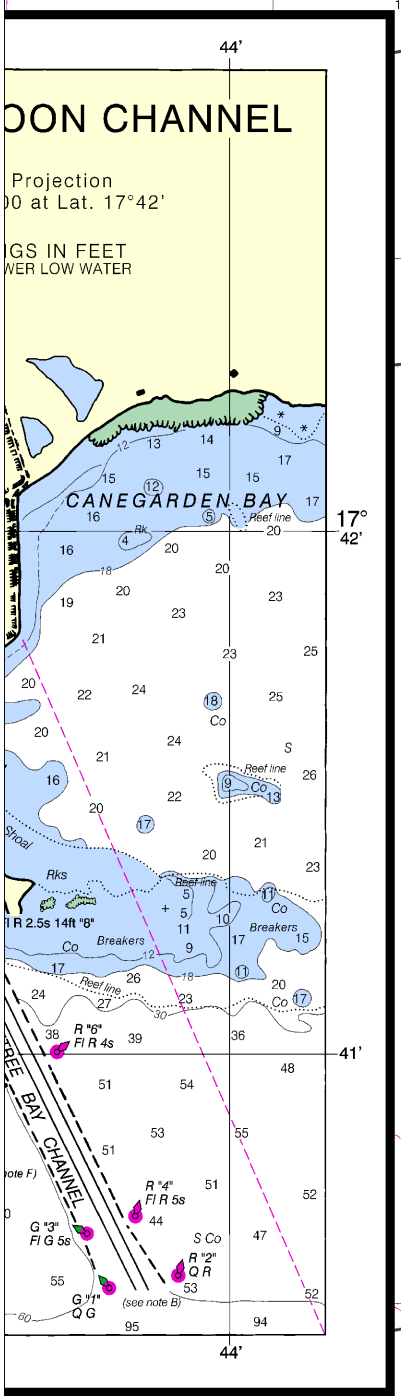
Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Christiansted, St. Croix Island	(17°45'N/64°42'W)	0.8	---	---

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Nov 2010)

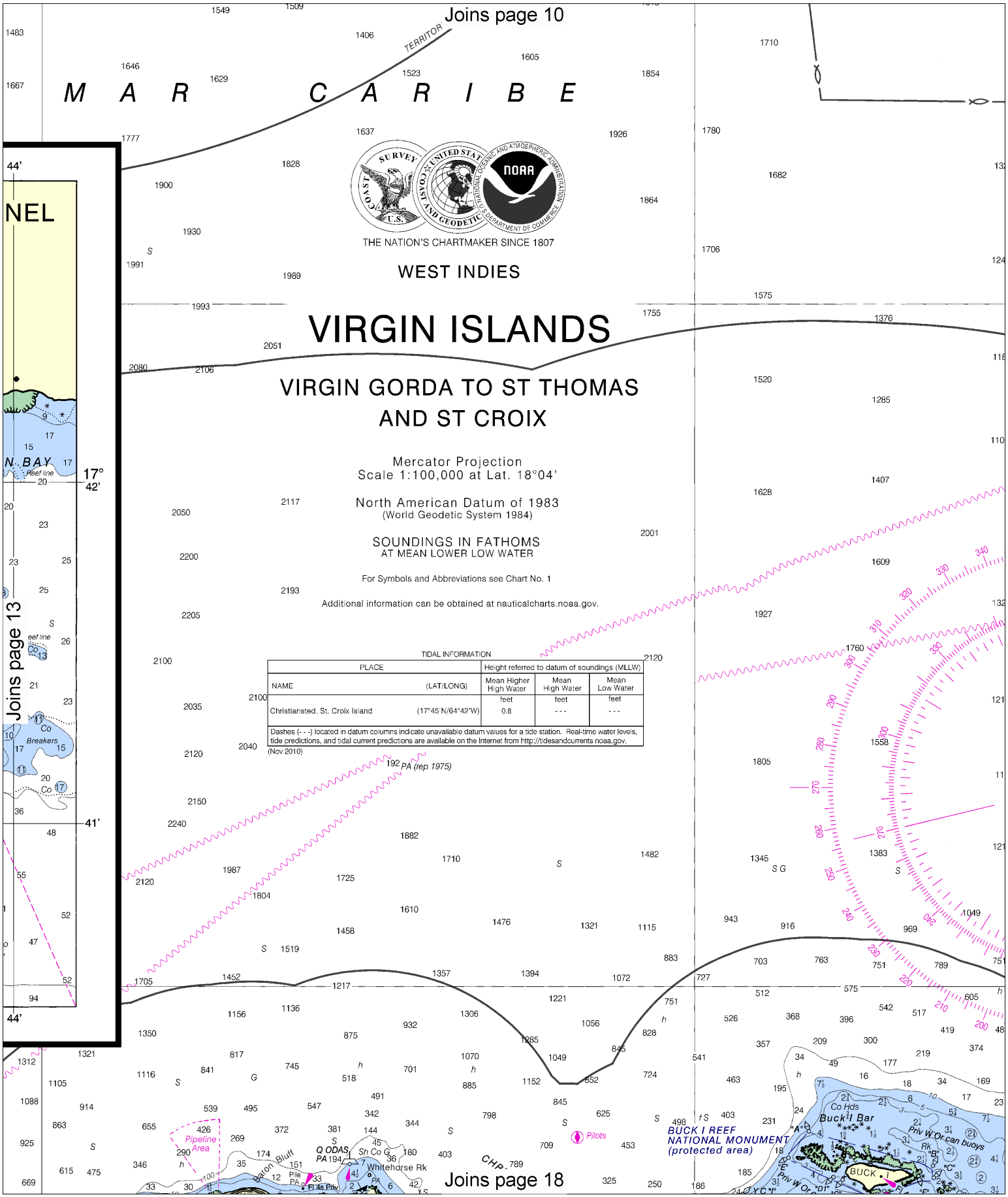
192 PA (rep 1975)



Joins page 14

Joins page 17

Pipeline Area
Baron Bluff
Pile
Q ODAS
PA 194
Sh Co G
Whitehorse Rk
Pilots
CHRISTIAN
BUCK I REEF NATIONAL MONUMENT (protected area)
Buck I Ba
Co Hds



14

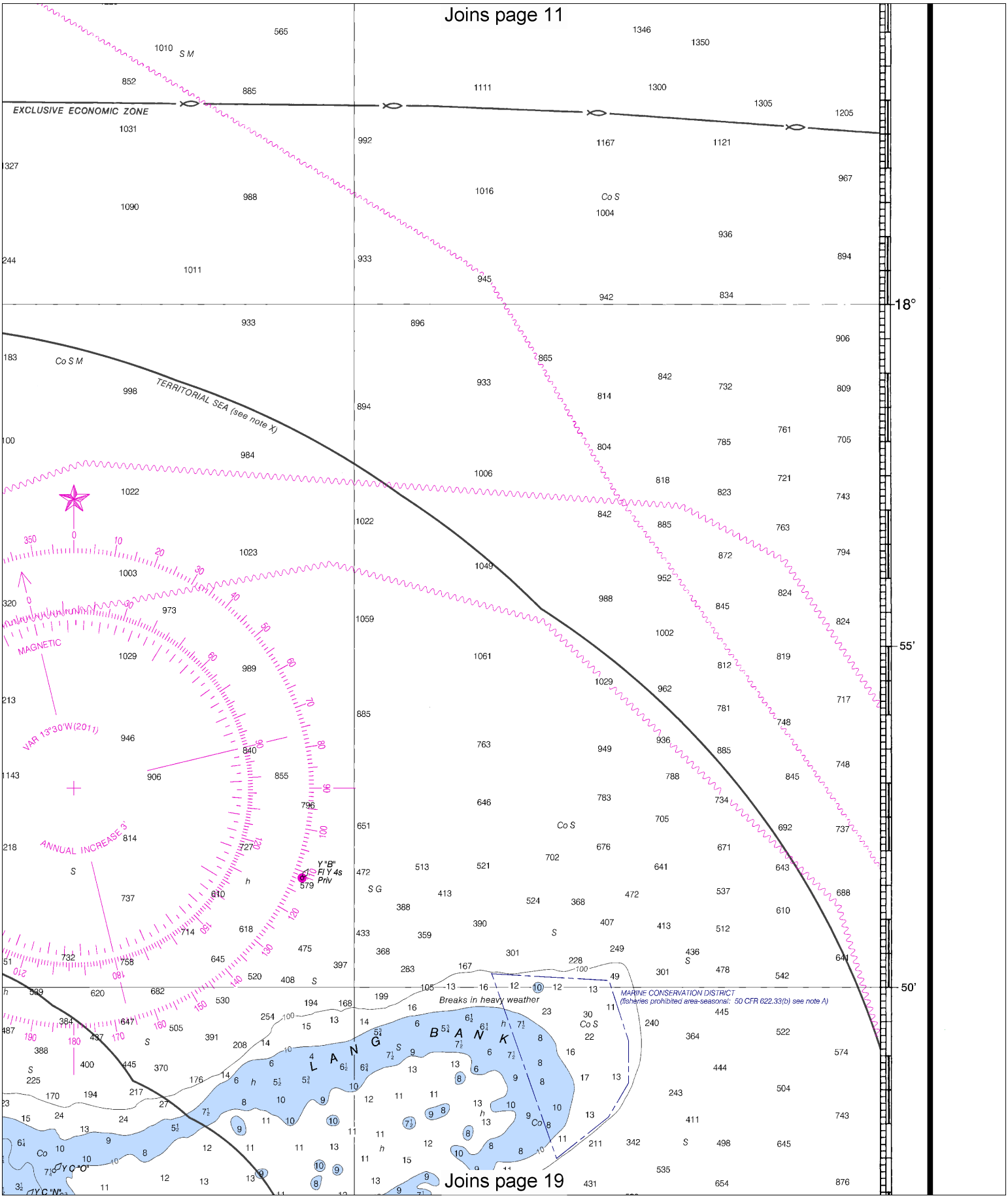
Note: Chart grid lines are aligned with true north.

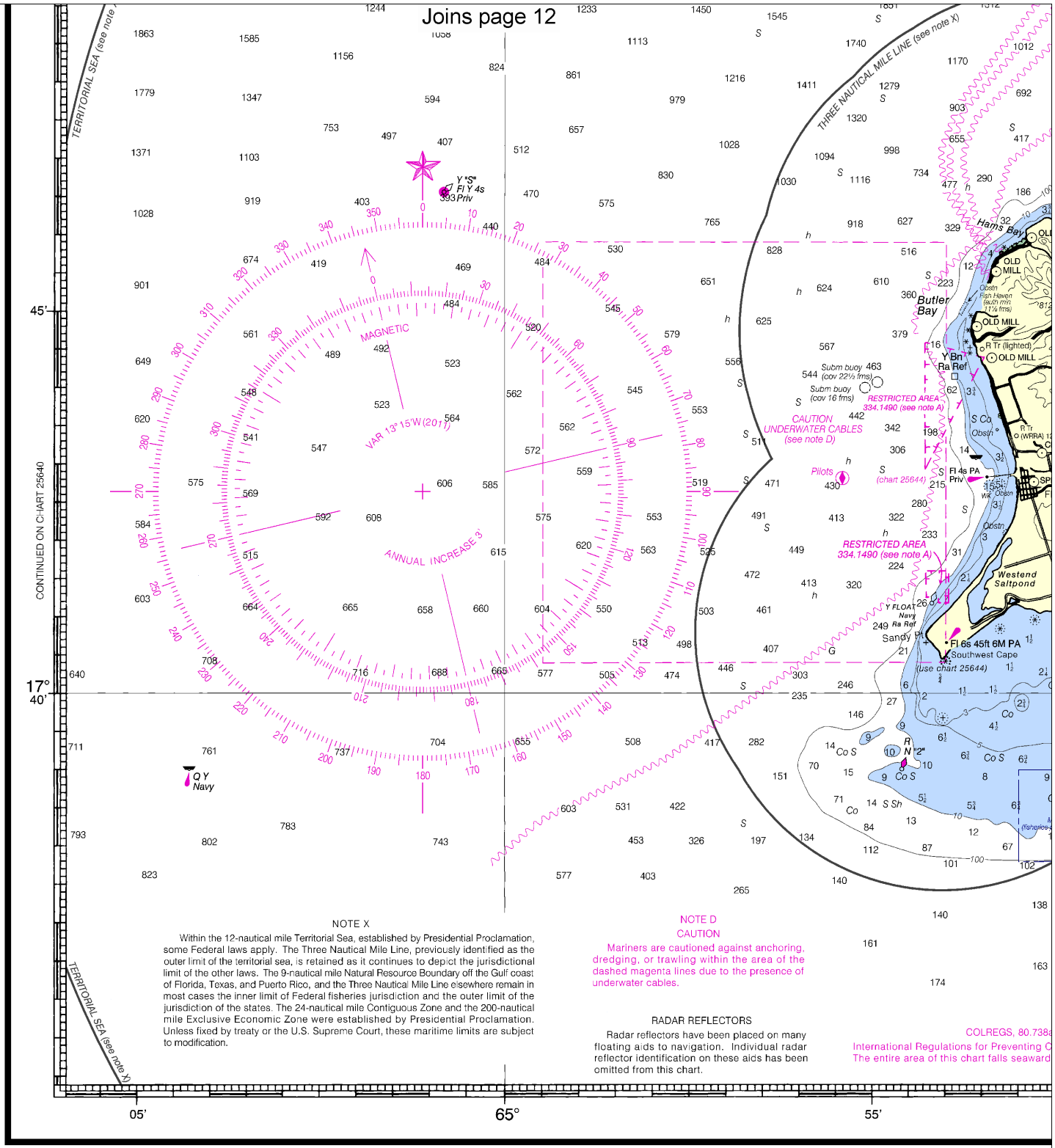
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 11
EXCLUSIVE ECONOMIC ZONE
TERRITORIAL SEA (see note X)
MAGNETIC
VAR 13°30'W(2011)
ANNUAL INCREASE 3'
Y "B" Fl Y 4s Priv
Breaks in heavy weather
MARINE CONSERVATION DISTRICT
(fisheries prohibited area-seasonal: 50 CFR 622.33(b) see note A)
L A N G
B A N K
Y C "O"
Y C "N"
18°
55'
50'
Joins page 19



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE D

CAUTION

Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed magenta lines due to the presence of underwater cables.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

COLREGS, 80.738a

International Regulations for Preventing C

The entire area of this chart falls seaward

28th Ed., Mar./11 ■ Corrected through NM Mar. 5/11
Corrected through LNM Feb. 22/11

25641

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN F

(SOUNDINGS IN FEET ON

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

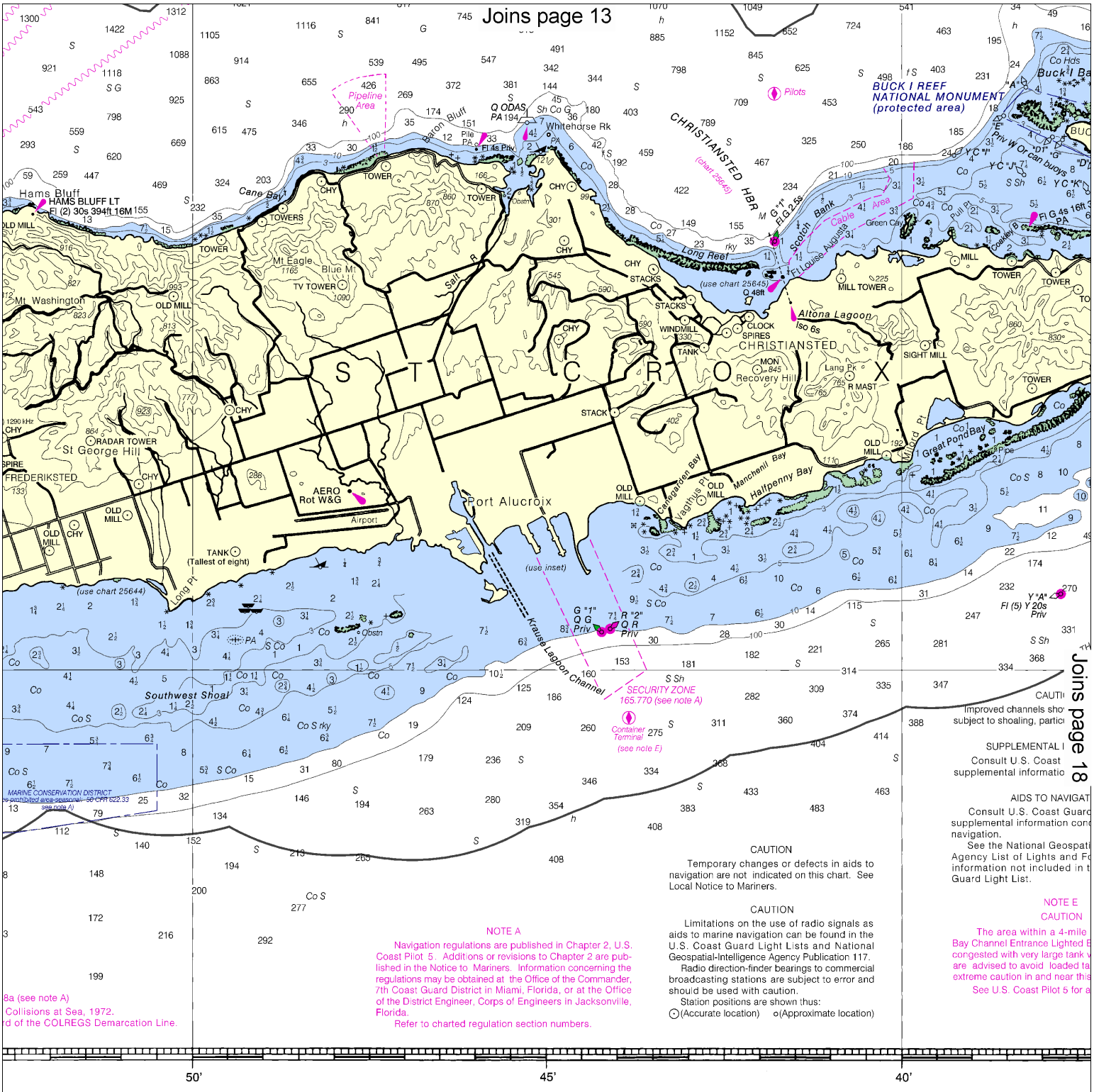
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



FATHOMS
(N INSET)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

8a (see note A)
Collisions at Sea, 1972.
rd of the COLREGS Demarcation Line.

CAUTI
Improved channels sho
subject to shoaling, partic

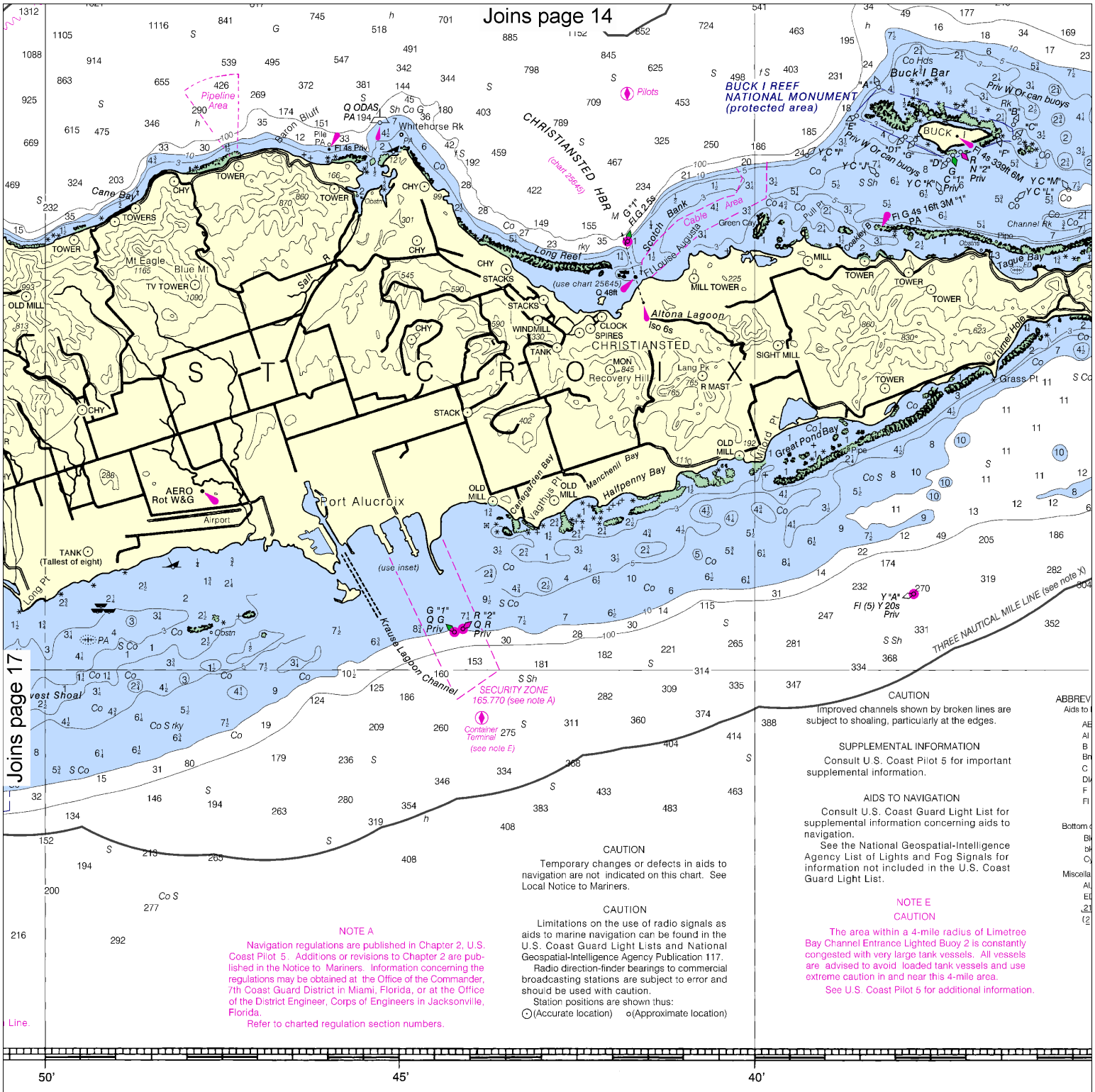
SUPPLEMENTAL I
Consult U.S. Coast
supplemental informatio

AIDS TO NAVIGAT
Consult U.S. Coast Guard
supplemental information con
navigation.
See the National Geospati
Agency List of Lights and Fo
information not included in t
Guard Light List.

NOTE E
CAUTION
The area within a 4-mile
Bay Channel Entrance Lighted B
congested with very large tank v
are advised to avoid loaded ta
extreme caution in and near this
See U.S. Coast Pilot 5 for a

WA
The prudent ma
any single aid to n
floating aids. See U
and U.S. Coast Pilo

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See the National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE E

CAUTION

The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with very large tank vessels. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area.

See U.S. Coast Pilot 5 for additional information.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

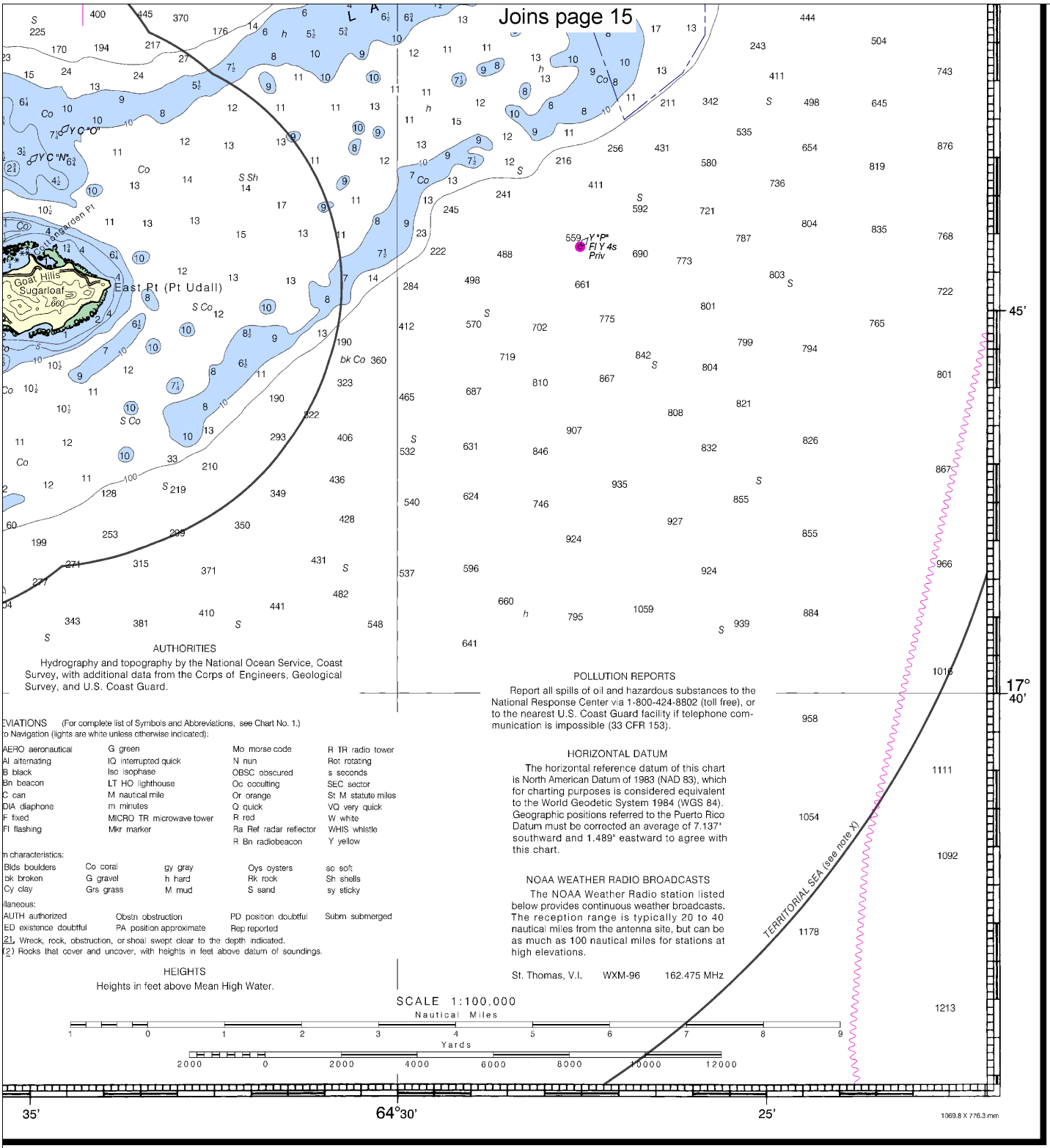
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.137" southward and 1.489" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I. WXM-96 162.475 MHz

EVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

n characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

llaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

SCALE 1:100,000

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Virgin Islands

SOUNDINGS IN FATHOMS - SCALE 1:100,000

25641

ED NO. 28

NSN 7642014012009 NGA REFERENCE NO. 25ACO25641

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

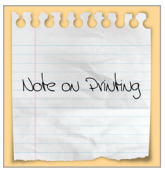
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker